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SHUANG-CHENG-TZU MISSILE TEST CENTER
CHINA

1. THIS INSTALLATION WAS FIRST OBSERVED ON [] AUGUST 1961, AND SUBSEQUENTLY BY FOUR [] AND TWENTY KH MISSIONS.
2. THE MISSILE TEST CENTER IS COMPOSED OF THREE INSTRUMENTED SSM LAUNCH COMPLEXES (ORIENTED WEST), ONE OF WHICH WAS NEVER COMPLETED; INSTRUMENTED SAM LAUNCH FACILITIES (ORIENTED EAST); A LARGE MAIN SUPPORT BASE; A SUPPORT AREA IN IMMEDIATE SUPPORT OF THE SAM LAUNCH FACILITIES; AN ASSEMBLY AND CHECKOUT AREA; TWO REVERTED STORAGE AREAS; AND AN UNIDENTIFIED AREA EAST OF THE SSM COMPLEXES. AN SA-2 SAM SITE IS DEPLOYED AT THE APPROXIMATE MIDPOINT OF THE MISSILE TEST CENTER. THE TEST CENTER IS SERVED BY SHUANG-CHENG-TZU AIRFIELD, LOCATED 40 NM TO THE SOUTH. A LARGE L-PATTERN ELECTRONIC FACILITY IS SITUATED BETWEEN THE AIRFIELD AND THE MAIN SUPPORT BASE.

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3. SSM LAUNCH COMPLEX A CONSISTS OF A LAUNCH AREA WITH TWO RESEARCH AND DEVELOPMENT TYPE LAUNCH SITES, A MISSILE CHECK-OUT AREA, AND A SERVICE AREA. A CRATER, PROBABLY CAUSED BY A MISSILE MALFUNCTION, WAS OBSERVED IN JUNE 1962, 1,500 FT. NORTHWEST OF THE LAUNCH AREA. HEAVY TRACK ACTIVITY WAS NOTED IN MARCH 1963 EXTENDING DOWNRANGE 3 TO 4 NM FROM THE LAUNCH SITES. IN APRIL 1963, SEVERAL UNIDENTIFIED PIECES OF EQUIPMENT WERE OBSERVED ON PAD A1 AND THE EXTENSION OF THE PAD SERVICE ROADS WAS UNDERWAY. ACTIVITY WAS AGAIN EVIDENT IN SEPTEMBER 1963, WHEN AN OBJECT APPROXIMATELY 80 FT LONG WAS OBSERVED POSITIONED AT THE CENTER OF LAUNCH PAD A1. FOUR OTHER PIECES OF EQUIPMENT/VEHICLES WERE ALSO OBSERVED ON THE PAD. EQUIPMENT WAS AGAIN OBSERVED IN THE AREA IN FEBRUARY 1964; A PROBABLE MISSILE EXERCISE WAS UNDERWAY ON PAD A1. IN JUNE 1964; AND IN OCTOBER 1964, AN UNIDENTIFIED VEHICLE, APPROXIMATELY 70 FT LONG, WAS OBSERVED IN THE FINAL CHECKOUT AREA.
4. THIS MISSION REVEALS AN EXERCISE UNDERWAY AT LAUNCH SITE A1. ACTIVITY CONSISTS OF AN ERECTED PROBABLE MISSILE IN THE CENTER OF THE PAD, AN EMPTY TRANSPORTER, AND AT LEAST 6 ASSOCIATED

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VEHICLES/PIECES OF EQUIPMENT. TWO ADDITIONAL VEHICLES ARE ON THE HARDSTAND IN THE FINAL ASSEMBLY AREA.

5. THE SAM LAUNCH FACILITIES CONSIST OF A LAUNCH AREA CONTAINING TWO FAN-SHAPED SA-2 SAM LAUNCH SITES, INSTRUMENTATION, AND A HOUSING AND SUPPORT AREA. EQUIPMENT WAS IDENTIFIED FOR THE FIRST TIME ON A LAUNCH POINT AND A PROBABLE FANSONG RADAR WAS EVIDENT AT LAUNCH SITE B IN JANUARY 1962. IN JUNE 1964, GUIDANCE RADARS AT BOTH SITES AND VEHICLE/EQUIPMENT IN BOTH REVETTED HOLD AREAS WERE OBSERVED. IN ADDITION, A SECOND PAD HAD BEEN REVETTED AT SITE B. INCREASED ACTIVITY WAS NOTED IN AUGUST 1964 WHEN 8 PROBABLE TRANSPORTERS WERE OBSERVED IN THE REVETTED HOLD AREA OF SITE A. LAUNCHERS WERE OBSERVED IN AT LEAST 4 OF THE LAUNCH POSITIONS IN SITE A AND ONE OF THE LAUNCH POSITIONS IN SITE B. ACTIVITY WAS AGAIN NOTED IN OCTOBER 1964, WHEN 5 UNIDENTIFIED PIECES OF EQUIPMENT WERE OBSERVED ON 5 LAUNCH PADS OF EACH SITE. SEVERAL UNIDENTIFIED PIECES OF EQUIPMENT WERE ALSO OBSERVED IN THE HOLD AREAS.
6. THIS MISSION REVEALS AT LEAST TWO POSITIONS OCCUPIED AT LAUNCH SITE A. EQUIPMENT IS OBSERVED IN THE GUIDANCE AREA AND SIX VEHICLES/PIECES OF EQUIPMENT ARE OBSERVED IN THE HOLD AREA. ALL EQUIPMENT HAS BEEN REMOVED FROM LAUNCH SITE B SINCE EARLIER

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OCTOBER COVERAGE.

7. SHUANG-CHENG-TZU AIRFIELD CONSISTS OF ONE 13,575 X 270 FT, NE/SW, CONCRETE RUNWAY WITH A PARALLEL TAXIWAY. FACILITIES INCLUDE ILS EQUIPMENT, TWO LARGE COMMUNICATION CENTERS, A RADAR SITE, A SUPPORT AREA, AND ASM AND PROBABLY AAM FACILITIES.

8.

9. THIS MISSION REVEALS 25 SWEEP-WING AIRCRAFT AND ONE STRAIGHT-WING TRANSPORT. TWO OF THE SWEEP-WING AIRCRAFT WERE OBSERVED ON AN ALERT APRON.

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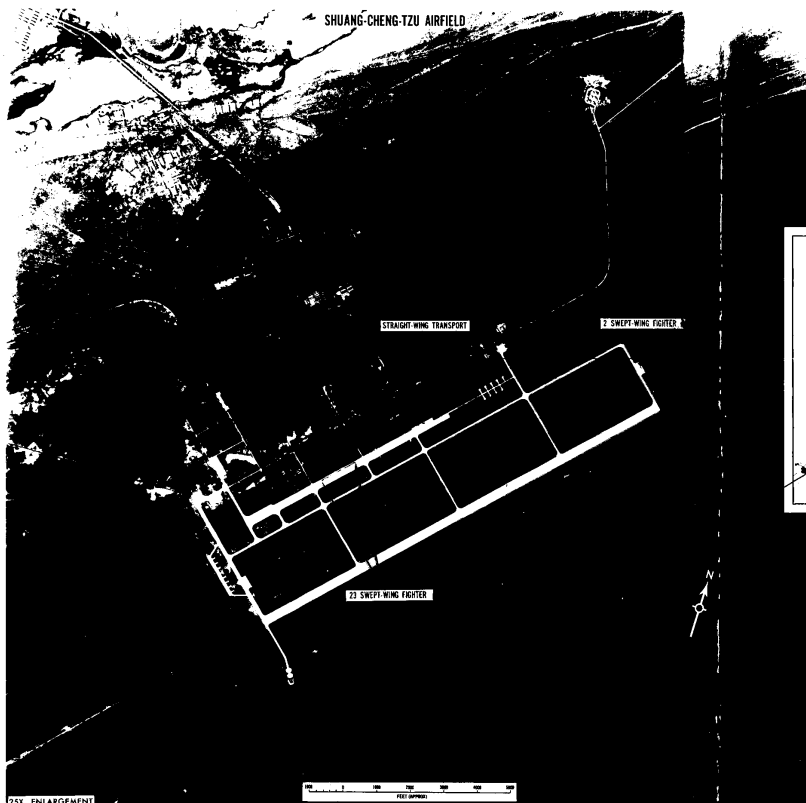
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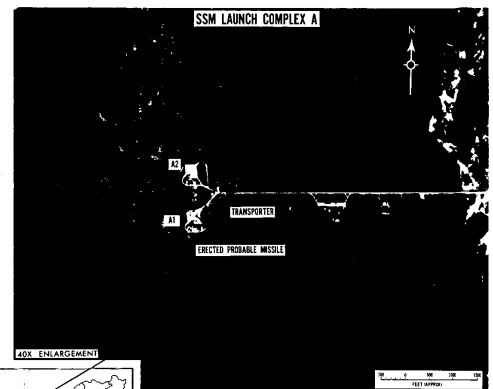
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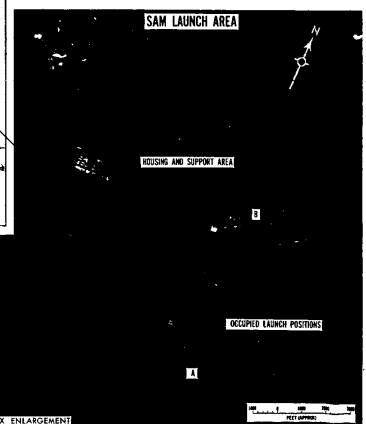
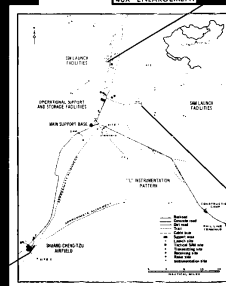
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